

MAJOR SCHOOL PROJECTS

To date, 331 major construction projects on new and existing schools, providing space for 113,000 additional students, are in various stages of completion across Canada under the current federal-provincial technical education programme. This was revealed recently by Dr. George V. Haythorne, Deputy Minister of Labour in his opening-day remarks to the National Technical and Vocational Training Advisory Council, which was holding a two-day meeting in Ottawa.

The total cost of these projects, covering the period April 1, 1961, to the present, is approximately \$357 million, of which the federal contribution is \$232 million. Included in the programme are three new institutes of technology, 22 new trade schools, 11 new combined institutes of technology and trade schools and 158 new vocational high schools, as well as 138 major additions and 81 minor additions to existing facilities.

"Now that the development of these new facilities, is well under way", Mr. Haythorne stated, "more attention has to be turned to the proper equipping of these schools, the training of competent teachers, the preparation of courses required to meet the changing requirements in industry, and the creation of an effective liaison between industrial needs on the one side and the educational facilities on the other".

CO-OPERATIVE APPROACH

The speaker emphasized the important role of the provincial training advisory bodies, as well as the National Council, in helping to evaluate the changing needs for skilled manpower and the steps required to meet these. These committees were, he said, in an excellent position to do so, and to assist in bringing about more effective co-ordination of effort, in view of their representation from labour, management and other groups closely concerned with manpower in Canada. He called for a continuation of the co-operative approach to the problems facing the nation in the field of manpower development.

Mr. Haythorne said concern has been expressed in some quarters about the inability of Canadian firms to turn out equipment for all the new schools before March 31, 1963, the date when federal contribution to the programme would revert from 75 per cent to 50 per cent. "Provided the orders for this equipment are in good time," he stated, "there should not be too much difficulty, at least on the more standard items." Moreover, he concluded, close contact was being maintained with the equipment being used in technical training centers in other countries to help ensure that the new Canadian training institutions were as up to date as possible.

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SMALL BOAT SAFETY

Plates stating the recommended safe maximum engine-power and weight-capacity limits will be compulsory throughout Canada after July 1 on pleasure boats 16 feet or less in length and carrying outboard

motors of 10 horsepower or more, the Department of Transport announced recently.

As in the past, when such plates have been installed on boats on a voluntary basis, the stated limitations are recommended figures, aimed at informing boat owners as to safe margins within which to operate. The compulsory plate scheme has been instituted in an effort to reduce the small-boat accident toll, which investigation has shown to be due in large measure to the overpowering of small craft, overloading or a combination of both.

To obtain the plates, where they have not already been affixed to boats by the manufacturers, boat owners must obtain application forms at customs offices, where they have been accustomed to obtain motor-boat licences, or at Department of Transport Steamship Inspection offices. On these forms they will fill in the figures showing the various dimensions of their craft, and send them, in a postage-free envelope that will be provided, to the Superintendent of Nautical Safety, Department of Transport, Ottawa, with a fee of one dollar. The charge is levied to help offset the cost of the plates and of the administrative set-up necessary for their issuance.

If there should be some delay in forwarding the plate to the applicant, he will be sent immediately an official receipt certifying that he has made his application. This receipt will be accepted in lieu of the plate by any law officers until such time as the plate itself has been received and affixed to the boat by the owner.

The plates will be self-affixing, and will stick permanently to any surface. Once placed on a boat, the same plate will remain on that craft for the remainder of the boat's operational life.

The figures stating power and load capacity (by weight) will be arrived at from departmental calculations made with the use of dimensions given by the boat owner on his application form. The form itself will show clearly and simply how these measurements are to be made. The formulae used in calculating the limits were arrived at through extensive scientific studies and tests of boats and motors, in which the Department of Transport received full co-operation of boat and engine manufacturers and nationally-recognized boating authorities.

Representatives of these groups from all parts of the country served as members of the Canadian Small Boat Load and Horsepower Committee that studied the problems involved and reviewed the proposed formulae before their adoption.

The formula for arriving at weight-carrying capacity is worked out to provide a recommended maximum load to 12.5 pounds a cubic foot of hull volume, to afford a reasonable margin of safety.

The formula for arriving at maximum recommended motor horsepower takes into account not only the volume of the boat, but the width of the transom (i.e. width across the stern) since narrowness at this point has an important bearing on the boat's performance and its tendency toward tipping.

In establishing of these formulae, the department has left the way open for their review, from time to time in the future, to ensure that they take into account changes that may be necessary as a result of improvements in boat and engine design.

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